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POLISH AVIATION LEAGUE HOLDS CONTEST

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 Jerzy Kulesza

From 30 September 1950 to 2 October 1950, the Main Administration of the LL (Aviation League) held the Eleventh Air Contest at Inowroclaw to test the proficiency of the LL aeroclubs. This was the first national contest organized by the LL.

The contest was divided into: (a) theory; (b) inspection of aircraft; (c) starting the engine; (d) cruising for 500 kilometers over terrain relatively difficult for navigation; (e) landing within a rectangle; and (f) orientation flight (g) and landing at a designated point in Inowroclaw.

The theoretical examination on political and professional current events was an interesting innovation. This constituted a qualifying examination for eligibility for the contests without affecting final results. The pilot must be an informed citizen of the People's Republic. The results of the contest should reflect not only knowledge of flying and navigation but also knowledge of politics. Those not interested in political problems should not take part in the contest. The political examinations, on the whole, showed good results but some candidates barely managed to squeeze through, for example, Augustyniak, Malinowski, and Kawalec.

The contestants did not do too well in Test B. Only 11 planes were in satisfactory condition; nine were dirty, but the condition of the planes in general was much better than it had been the year before.

Practically all the crews made the one-minute time limit for starting the engine. Test D, cruising, consisted of three stages. The first two stages, taken on the first day of the contest, called for a stop not exceeding 20 minutes on the ground for refueling. Because of the good work of the ground crews, all the pilots passed this test, longest time being 8 minutes and the average time, 6 minutes.

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At each stage of the problem, the crews had to pass a test in orientation, according to instructions in brown envelopes given them by the sports commissioner just before the take-off. The first stage included the detection of hidden aircraft on the ground. In the second stage, they had to fly over a broken course, following designated signals. In the third stage, contestants had to spot camouflaged aircraft and gliders.

The second stage was the most difficult. After accurately plotting the route on a map, the contestants flying along the route had to spot signals changing the direction of flight and indicating the course and distance to the next point, at which they found further signals, giving the course and the distance to the check point, and then to the final destination. Those who did not plot the course accurately did not locate the turning points. Seven found the first turning point, six the second, and only four covered the whole course, indicating that navigation is neglected by some aeroclubs.

The rules of the contests were badly drawn up and resulted in unfairness in rating contestants. The number of points awarded for orientation was too low in comparison with points awarded for flying the course on time, for landing on the field and on a designated spot, and for the technical problems. Another mistake was to disqualify crews who finished a given stage 8 minutes late. A crew which took great pains with the orientation problem could conceivably be eliminated for being 9 minutes late while other crews which took less pains with the orientation problem and missed most of the turning points could finish early and gain high marks.

Test E, landing in an open rectangle and landing on a marked spot, showed that, in comparison with last year, the aeroclubs have made great progress. The young pilots performed best, with Makula's field landing of 58 meters and spot landing of 4 meters being the best.

In summarizing the results of the contests, it must be admitted that they were relatively good. Instruction by the aeroclubs, which was along new lines this year, produced very satisfactory results.

For future contests, the aeroclubs of the LL should do as follows:

1. Inspect the preparation in navigation and admit only those pilots who have prepared themselves properly.
2. Require strict attention to duty during flight, on the part of the navigator-observer, so that he does not sit out the flight as on the Bielsk team; that navigator fell asleep and the aircraft flew off course.
3. Perform flights under difficult weather conditions and at low altitudes.
4. Designate new courses and more difficult orientation points.
5. Check pilots on their knowledge of flight instructions and take-off regulations.
6. Hold mock contests before the actual flights.
7. Admit those crews which are outstanding in social work and in flying.
8. Adopt more Soviet methods of training amateur pilots.
9. Continually raise the level of ideological and professional training.

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## Results of the Eleventh National Air Contest

Standing	Crews (Pilot and Navigator)	IL Aeroclubs	Contest						Total Points
			*B	C	D	E	F	G	
1	Bernadowicz - Dunajewski	Olsztyn	80	100	398	153	723	24	1,478
2	Pabian - Bulat	Kielce	70	100	380	161	753	--	1,464
3	Makula - Rawicz	Slask	100	100	180	192	735	46	1,353
4	Kosarski - Pakulski	Lodz	80	100	398	171	554	27	1,330
5	Wisniewski - Kosiol	Bielsk	100	100	180	130	770	35	1,323
6	Augustyniak - Staszczuk	Krakow	100	100	198	125	743	39	1,305
7	Dankowski - Kudzewicz	Kujawy	100	100	198	142	700	3	1,237
8	Pawlikowski - Zietek	Poznan	95	100	260	198	547	1	1,199
9	Markowski - Malinowski	Warsaw	100	100	160	159	670	3	1,186
10	Sandauer - Dobijsa	Bielsk	95	100	198	40	733	14	1,180
11	Barys - Przybylski	Lodz	75	100	198	144	649	--	1,166
12	Rossa - Skalecki	Wroclaw	85	100	269		670	5	1,129
13	Kowalczyk - Antosiewicz	Warsaw	95	80	198	152	547	9	1,081
14	Szczesny - Urbaniak	Krakow	80	100	198	127	557	15	1,077
15	Dembowski - (no navigator)	Warsaw	100	100	198	143	529	--	1,070
16	Figwer - Kozicel	Slask	60	100	198	174	473	43	1,048
17	Szymczak - Czempinski	Poznan	80	100	198	190	448	10	1,006
18	Pietka - Malek	Czestochowa	70	100	144	112	497	--	923
19	Bieszczad - Kaminski	Pomorze	100	50	198	162	291	--	807

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Notes to Table

[\* No "A" in original]

Meaning of letters: B, inspection of aircraft; C, starting the engine; D, flight on course covering about 700 [sic] kilometers in 2 days; E, landing within a rectangle; F, orientation flight; and G, landing on a designated spot.

The other crews were not rated.

. E N D .

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